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In the past 5 months, the plant has put three band machines of a new design into operation. The new machines can turn out 250 or more bands a shift. Flexible rollers have been installed on building machines to improve the quality of tire assembly. Semiflnt building machines have been equipped with mechanical calciners. The plant has built and put into operation a circular forming box for shaping raw tires. This machine is based on equipment used at the Moscow Tire Plant, and its use has considerably improved the quality of tires.

Following the example of the Yaroslavl' Tire Plant, the plant has increased the diameter of vent pipes on vulcanizers by 150 percent. Enlarging the vents made it possible to cool the tires faster and thus raised the productivity of the vulcanizers 8 percent.

In May 1953, the assembly shop was ordered to replace single-ply breakers with two-ply breakers.

In the second quarter 1953, the plant made preparations for the mass output of a new model tire.

Prior to 1951, cord fabric was rubber coated on a three-roll Bol'shevik calendering machine. The cord fabric had to be passed through the machine three times before it was properly rubberized. The calendering machine was run on a three-shift basis to meet the plant's requirements for rubberized cord. It took 25 men to operate the Bol'shevik machine. In 1951, a new four-roll Pobeda calendering machine was put into operation. On this machine, the ends of cord fabric rolls can be spliced to one another as they pass through the drying chamber, and the fabric is thus fed continuously into the rubberizing calenders. This machine rubberizes the fabric in one operation, and requires ten fewer workers to operate than did the old machine. The new machine makes enough rubberized fabric for the assembly shop in single-shift operation.

TIRE PLANT CUTS REJECTS -- Moscow, Moskovskaya Pravda, 1 May 53

The Moscow Tire Plant completed its gross and commodity output plans for the first 4 months of 1953 on 27 April. Several million rubles worth of above-plan output were produced, and thousands of automotive tires were made from saved materials.

In the first 4 months of 1953, the plant reduced losses due to rejects' 18-20 percent as compared to 1952.

DEFECTIVE TIRE ACCESSORIES -- Leningradskaya Pravda, 15 May 53

The Leningrad Tire Plant has been turning out defective tire flaps for 34 x 7 tires for some time. These flaps do not stay in position, and after 2,000-3,000 kilometers cause the inner tubes to blow out. After 3,000-4,000 kilometers, the flaps split along the circumference. The plant continues to turn out defective flaps despite repeated complaints.

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